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CONSTRUCTION OF CH'ENG-TU--CHUNGKING RR LINE
TO BE COMPLETED IN 2 YEARS

After the liberation, the Engineering Bureau of the Ch'eng-tu--Chungking Railway was immediately taken over and renamed the Chungking Railway Engineering Bureau. (Since then that bureau has been abolished and the new Southwest Railway Engineering Bureau established to take its place.) In the last 6 months, under the sound leadership of the government, the working masses have greatly increased their class consciousness; they have given positive manifestation of their devotion to work.

Early in March 1950, the workers of the repair shop of the Southwest Railway Engineering Bureau at Chiu-lung-p'o (in Chungking), making quick preparations for the resumption of work on the Ch'eng-tu--Chungking Railway, on their own initiative, organized themselves into a working team to investigate the condition of the equipment and to draw up plans for its recovery and repair. Their plans embraced the building of the section from Chiu-lung-p'o to Ch'eng-tu, and they set 11 March 1950 as the date to begin work. During the course of the work, they have overcome many difficulties, and have manifested a high degree of creativeness and resourcefulness. Within a month, they had repaired 138 wheelbarrows, 127 steel rails, and 28 switches, all of which, before repair, were merely piles of rusty iron.

Also, with a staff of only 23 persons, the repair shop of this engineering bureau in April made an inventory of the storehouses and found large quantities of automobile parts. Lacking some materials, they utilized scrap iron and steel to make screws and bolts. Furthermore, upon their own initiative, they asked to work day and night, in three shifts, 7 days a week. In this way, from 12 to 22 April, they repaired 12 trucks and one jeep. For this work, only 714,000 yuan were spent in buying supplies. At the end of April, these vehicles were used to transport workers and supplies for the building of the Ch'eng-tu--Chungking Railway. Originally the bureau had 33 trucks which were out of repair; now 25 have been repaired.

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After 3 months, preparation for the resumption of work was practically completed. The most important accomplishments were:

1 Reorganization of the bureau to eliminate overlapping of functions and permit the careful selection of personnel. As a result, 26 men were assigned to do specialized work, and 38 were sponsored to enter the K'e-ming Ta-hsueh (Revolutionary College).

2 Making a complete inventory of storehouses, to be able to utilize available supplies and equipment. During the inventory, more than 130,000 kilograms of materials were found not to have been recorded in official books. After repairs, the supplies and equipment which could be used amounted to 90,000 pieces.

3 Redetermination of construction standards. For example, the grades are decreased to one percent [sic], and the radius of the sharpest curves are to be not less than 300 meters. Other things such as alignment, roadbed, tunnels, wooden sleepers, and steel rails were also standardized in accordance with the standards set by the Ministry of Railways.

4 Planning the sources and ways of supplying materials and repairing equipment. A request was made and submitted to the Ministry of Railways that part of the supplies then stored in Shanghai be appropriated for the building of the Ch'eng-tu--Chungking Railway. At the same time, investigations were made of the sources of material for wooden sleepers, such as the forests near Chungking, Ho-chiang, Kuan-hsien, Yun-wu Shan, and Huang-kua Shan.

5 Organizing of workers to learn and practice, thereby raising the confidence of the workers in their capacity for railway construction.

In the building of the Ch'eng-tu--Chungking Railway, our comrades in the army have made a valuable contribution. At present, the number of those who are participating in the direction and construction of the railway has already reached 4,000. More than 2,000 men from the Army Engineer Corps and from the First, Second, and Third detachments are engaged in building the railway.

The total length of the Ch'eng-tu--Chungking Railway is 530 kilometers, 2 years of engineering work will be required to complete it. During these 2 years, construction work to be completed includes the following: 14,606,700 cubic meters of earth and stone work, 155,750 cubic feet of retaining walls, excavation for 15 tunnels, lining of 14 tunnels, 28 long bridges, 189 small bridges, and 446 submerged culverts. Construction work will begin next month. By 1 Sep 1950, tracks will begin to be laid. It is planned that by the end of 1950, tracks will be laid down in the section from Chungking to Chu-yang-ch'i (125 kilometers). In this section 13 railway stations will be built.

In addition, the section from Chu-yang-ch'i to Nei-chiang should be 45 percent completed, and the section from Nei-chiang to Ch'eng-tu 10 percent finished. To complete the Southwest railway network, the Southwest Railway Engineering Bureau will send out more than 20 teams to survey the southern section of the Tien-shiu--Ch'eng-tu line (520 kilometers), the line from Kuei-yang to Hsuan-wei, in Yunnan Province (400 kilometers), that from Kuei-yang to Lung-ch'ang to Szechwan Province (470 kilometers), that from Kuei-yang to Tu-yun (160 kilometers), and that from Tu-yun, Kweichow Province, to Huang-hsien, Hunan Province (300 kilometers).

The building of the Ch'eng-tu--Chungking Railway will give a new outlook to the economic reconstruction of the Southwest. The Southwest and Szechwan Province lack means of communication. Except for the Yangtze River, there are only very limited and difficult communication lines linking them with the other parts of the country. Hence, the construction of the railway is of the greatest significance.

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Szechwan Province has often been referred to as the "Heavenly Kingdom." In the area of the Ch'eng-tu basin, there are rich products which have not been allowed to flow into other parts of the country. For example, there is the salt of Tzu-kung, the sugar at Nei-chiang, the glass-cloth made in Lung-ch'ang, and the vast reserves of coal and iron ore in the southwest. When this railway is completed, all these products will find new markets both at home and in other parts of the country and there will be a corresponding increase in their production. The railway will also link the Southwest and Szechwan Province with the lower part of the Yangtze River valley, and in turn with the rest of the country.

In short, the building of the railway will create the conditions essential for the economic reconstruction of the Southwest by helping to generate the productive enterprises of the area. The railway will make Chungking a base for the industrial development and reconstruction of the Southwest. It will also help the industrial and commercial regeneration and reconstruction of the other parts of the country.

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